

DOCUMENT FILE

NOTE

new

SEE 800.796/130 FOR Disp. #23

FROM Aden (Callanan) DATED May 18, 1934

TO

NAME

1-1127

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REGARDING:

Aeronautic information from Italian Somaliland.
Transmits -.

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865B.796/1

(In compliance with Department's Instruction of April 2, 1934, File No. 800.796/121, enclosing Commerce letter 27-e of March 28, 1934 and questionnaire 27e).

SPECIAL AERONAUTIC INFORMATION

ITALIAN SOMALILAND

From:-

Leo J. Gallahan
American Consul

Aden, Arabia

Date of Completion: May 18, 1934
Date of Mailing : May 22, 1934

Requirements - Whether Flying over or Landing

There is no commercial aviation in Italian Somaliland, and such facilities as exist are maintained by the Italian Government for military purposes. Advance permission of the Italian Air Ministry should be obtained before plans are made to land in or fly over the colony.

Radio Stations, Call Letters and Codes

No radio service is provided for private or commercial aircraft. Radio stations are for Government and naval purposes.

Meteorological Conditions

The Italian Somali Coast has constant winds. The N. E. monsoon prevails

prevails from mid-November until the end of March, reaching a velocity of 32 Km. per hour during the day and diminishing toward evening. From mid-April until October the S. W. monsoon blows with a velocity of about 35 Km. per hour night and day, but is usually stronger during the day, sometimes reaching a speed of 50 - 60 Km. per hour.

Airports

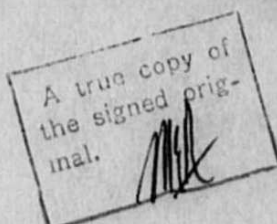
The enclosures herewith contain information which has been obtained concerning the airdromes at Mogadiscio, Chisimaio and Bender Cassim, but it should be noted that these are government airdromes.

Enclosures: Questionnaire 27c on Airdromes at
Mogadiscio, Chisimaio & Bender
Cassim.

File No. 879.6

LJC/MER.

Distribution: Original and four copies
to Department.



Information on Aircraft Landing Facility

ENRICO PETRELLA AIRPORT, Mogadiscio, Italian Somaliland.

LOCATION

Lat. $2^{\circ} 2' 13''$ N.

Long. $45^{\circ} 21' 14''$ E.

Mogadiscio is 3.5 kilometres E. N. E. of the airport.

Prominent landmarks are Cecchi Fort, the marine lighthouse and Mogadiscio Cathedral (two spires).

The airdrome is only slightly above sea level.

DESCRIPTION

The airport measures 950 x 550 metres and is rectangular.

It has a sandy, absorbent surface which declines slightly to the south. Landing strips are placed from N. E. to S. W. in accordance with the monsoons.

OBSTRUCTIONS

There are buildings and hangars on the long side of the field and dunes on the short side. The obstructions are not lighted at night.

MARKING AND IDENTIFICATION

There are no marks on hangars or buildings, but there is a white circle at the center of the field, a landing T and a wind cone. The name "Mogadiscio" is on the surface of the field.

LIGHTING

The airdrome is not equipped for night flying. A marine lighthouse, however, locates Mogadiscio. Its colors are white and green, two revolutions per minute.

ACCOMMODATION

There is shelter only for small aircraft. Application should be made to the Military Command for servicing and other facilities. Shell gasoline, Castrol and castor oil are obtainable.

COMMUNICATION

COMMUNICATION AND SIGNAL EQUIPMENT

There is a telephone connection between the airdrome and Mogadiscio, and at Mogadiscio a Naval Radio station which handles commercial as well as official messages. No weather map is made available.

METEOROLOGICAL DATA

The N. E. monsoon prevails from November to March, and the S. W. monsoon from April to October, the former blowing at speeds up to 32 Km. per hour, being stronger during the day than during the night, and the latter having a variable force about 35 Km. an hour, but sometimes increasing to 50 - 60 Km. an hour. In October the S. W. monsoon breaks, and during that month oscillates between two and three degrees with variable force, producing hot periods in the morning and having a velocity during the day of not over 10 Km. per hour. Weather information is not broadcasted.

REMARKS

There are no beacons or markings other than the word "Mogadiscio" on the surface of the airdrome. The city, however, is the only large center of population in the vicinity of the airdrome, and since it occupies an isolated position on the generally low-lying coast, it would be easily located from the air.

Reported May 18, 1934, by Leo J. Callanan, American Consul,
Aden, Arabia.

Information on Aircraft Landing Facility

GOBURI AIRPORT, Chisimaio, Italian Somaliland.

LOCATION

Lat. $0^{\circ} 20' N.$ Long. $48^{\circ} 35' E.$

Chisimaio is 18 Km. south of the airport. The airport is 3 metres above sea level and can be located by means of the Giuba River and the Giumbo lighthouse.

DESCRIPTION

The airport is rectangular in shape measuring 600 x 400 metres. The surface is sandy. Landing strips are placed N. E. and S. W. in accordance with the monsoons.

OBSTRUCTIONS

There are no obstructions, but vegetation grows on the field, which has a tendency to become flooded in the rainy season.

MARKING AND IDENTIFICATION

There is no marking other than a landing T.

LIGHTING

The airdrome is not equipped for night flying.

ACCOMMODATION

Gasoline and oil, and first aid are available. There are no hangars or other accommodations. Food, lodging and service are obtainable in Chisimaio, which is reached by automobile or other road conveyance. Distance: 18 kilometres.

COMMUNICATION AND SIGNAL EQUIPMENT

There is no telephone or telegraph. There is a Naval Radio at Chisimaio. There is no weather map.

METEOROLOGICAL DATA

The prevailing are the N. E. monsoon from November to March,

and

and the S. W. monsoon from April to October. Weather information is not broadcasted.

See report on Mogadiseio (Enrico Petrella Airport) for other weather information applicable to Chisimaio.

REMARKS

There are no roof markings or beacons at Chisimaio. The mouth of the Giuba (or Juba) River would facilitate finding the town of Chisimaio and the Gobuen Airport.

Reported May 18, 1934, by Leo J. Callahan, American Consul,
Aden, Arabia.

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Information on Aircraft Landing Facility

RODOLFO SERVI AIRPORT, Bender Cassim, Italian Somaliland.

Lat. $11^{\circ} 18' N.$ Long. $49^{\circ} 13' E.$ Magnetic declination is $1^{\circ} W.$

The airdrome is 7 metres above sea level and is directly south of the town of Bender Cassim. Bender Cassim is on the Gulf of Aden and about 200 km. west of Cape Guardafui, which is the northeastern extremity of the tropical Africa.

Prominent landmarks are the masts of the Radio Station N. W. of the Airdrome.

DESCRIPTION

The airdrome is 500 x 400 metres and is rectangular, running N. E. and S. W. on its long axis and N. W. and S. E. on its short axis for orientation with the N. E. and S. W. monsoons. The surface is sandy and level.

OBSTRUCTIONS

The masts of the Radio Naval Station are near the N. W. side of the field. In the rainy season there is grass on the field, and the field is likely to be flooded. There is no lighting of obstructions at night.

MARKING AND IDENTIFICATION

Landing T's constitute the only marking.

LIGHTING

There is no lighting and the field is not equipped for night flying.

ACCOMMODATIONS

Gasoline and oil are obtainable but there are no hangars or other accommodations. Resort to Bender Cassim would be necessary.

COMMUNICATION

COMMUNICATION AND SIGNAL EQUIPMENT

There are no communications except the Naval Radio Station.
No weather map is available.

METEOROLOGICAL DATA

The prevalent monsoon winds are the same as at Mogadiscio, which see for general meteorological conditions. Weather information is not broadcasted.

REMARKS

There are no roof or other marking to locate the airport, and no aids to night flying. The masts of the Naval Radio Station are the best means of locating the town and airdrome.

It is understood that the airdrome described above is to be replaced by a new airport 800 x 800 metres in size, located $3\frac{1}{2}$ Km. west of Bender Cassim. The Consulate is endeavoring to obtain data for a report on the new airdrome.

Reported May 18, 1934, by Leo J. Callanan, American Consul,
Aden, Arabia.

DOCUMENT FILE

NOTE

SEE 800.796/123 FOR Report #
347

FROM Curacao (Brooks) DATED Apr. 26, 1935.
TO NAME 1-1127 ***

REGARDING: Air Transport Lines-in Netherland West Indies.
(Copy of report attached).

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865B.796/2

CALLED FOR REPORT

(Department's Instruction of April 27, 1934, File 800.
796 (123))

AIR TRANSPORT LINES - NETHERLAND WEST INDIES

From: Consul

Russell M. Brooks

Curacao, Netherland West Indies.

Date of Preparation: April 26, 1935

Date of Mailing: April 28, 1935

Reference is made to previous reports on this subject and particularly to that of April 8, 1935, File 879.6, AIR TRANSPORT LINES - NETHERLAND WEST INDIES.

The Koninklijke Luchtvaart Maatschappij branch at Curacao, Netherland West Indies has announced that a second plane, the "Oehoe", will leave the Netherlands for Curacao on board the Royal Netherlands Steamship Company's S.S. BARNEVELD early in June, to augment and enlarge the present service, now in operation between Curacao and Aruba only. The plane will be similar to the one ("Snip") now in use - a tri-motor Fokker with accommodations for twelve passengers.

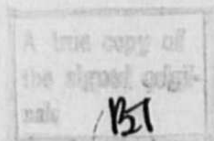
Arrangements are being concluded with Venezuelan and Colombian authorities to permit of the planes landing at and departing from La Guaira, Maracaibo and Barranquilla. Until a third plane is placed in service, it is not likely that the proposed schedule from Curacao east to La Guaira and Trinidad, and Curacao west to Aruba, Maracaibo and Barranquilla can be maintained.

It is also reported that complete agreement has been reached between the Pan American Airways and the Koninklijke Luchtvaart Maatschappij concerning division of territory and for connections at focal points.

RMB/bt
879.6

SOURCES OF INFORMATION:

Officials of Koninklijke Luchtvaart
Maatschappij.



Central File: Decimal File 865B.796, Internal Affairs Of States, Other Means Of Communication And Transportation. Carrier Pigeons., Somaliland, Aerial Navigation. Immunities Of Government-Controlled. Subsidies., May 18, 1934 - April 26, 1935. May 18, 1934 - April 26, 1935. MS European Colonialism in the Early 20th Century. National Archives (United States). Archives Unbound, [link.gale.com%2Fapps%2Fdoc%2FSC5109731416%2FGDSC%3Fu%3Domni%26sid%3Dbookmark-GDSC](https://link.gale.com/apps/doc/FSC5109731416/FGDSC%3Fu%3Domni%26sid%3Dbookmark-GDSC). Accessed 18 June 2025.